2008 Regent-Monroe St. Intersection **Reconstruction Project Options for Bicycles, Pedestrians**



Meeting Agenda



- 1. Discuss Project Background & Interests
- 2. Present <u>Updated</u> Options
- 3. Get Your Feedback (in time available & comment sheets)

4. Let Alders, Board of Public Works & Common Council make their decision

Many Opportunities!

A Brief Review

City of Madison Comprehensive Plan



GET INVOLVED

Bicycling Vision for the Region

An interconnected bicycle way network with supportive development patterns will provide people with safe, convenient, and enjoyable access and mobility throughout the county. Bicycling will be encouraged and will become a common and even safer mode of transportation for everyday trips, contributing to the quality of life in Dane County communities and the health, safety, and welfare of all residents.

Madison Urban Area and Dane County

September 1997



Madison's Pedestrian Vision

Madison will be a community where...

Walking is a major travel mode and where the City's development patterns and interconnected pedestrian circulation network 1) provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed portions of the city and 2) link the City's neighborhoods and help to maintain them as sustainable and viable places to live.



Pedestrian Transportation Plan

for Madison, Wisconsin

ADOPTED PLAN

September 1997



Completed!



Madison wisconson

Level Awarded: Gold

Date Awarded: April 2006

Population: 221,551

Structe Miles: 84.7











www.bitalangua.org

Encouragement: Bike to Work Week in Nadson includes a vertety of activitite and media promotions, including an Art Eike Farade during the Dane County Fermer's Market, press conference, classes, rises, a workplace challenge contest with prizes, wortplace mentoring and brown-bag lectures, like to School promotions, Biks to Shep promotions, a commuter ruce, an advocacy day, movies, and a Boal Pleata party. Each year about 2,000 people register for biks to Work Wesk, which is their pilotge that they will bike to work at least once during the week. More than 400 people regularly attend the Rual Fleats. Other events include the Sarte Spoke Out Bide to Frevent Child Abuse, Ironman Competition, MSI50 Ride, University of Wisconsin Children's Hospital Gear Up for Kids, Horrible Hilly Hendred Ride plue the Weight Stuff Contury, and the Budger State Games (a local Olympics), as well as many other rides and races.

Enforcement: Approximately 50 officers have been trained for bike pairol.
More get trained each year. Morede-mounted officers are used primarily for efficient movement in congested urban areas and at special events. There are approximately 300 sworn police officers with the City of Madson. In addition, the University of Wisconsin police and the Dane County Sharff's Deputies have ofsome trained for bike patrol.

Kngin coring: The Dane County Highway and Transportation Department has an unwritten, informal policy to provide paved shoulders three- to five-feetwide, depending upon the circumstances, on all county highways with an average daily traffic of 1,000 vehicles compre when they are resurfaced or reconstructed. The Objectives and Policies for Madison, a part of the Master Plan, supports providing a flexiale transportation system, which provides alternative modes of travel to most destinations, minimizes conflicts among the different modes, and discourages single occupant motor vehicle commuting. The bloycle is recognized as a major mode of transportation and a vehicle for recreation. Specific bloycle pdicies include provision of all needed bicycle facilities when constructing or reconstructing city streets and including the requirements of bicycle traffic in the design of all traffic control devices.

Evaluation: Ottom review of and comment on plane are important parts of meuring that Median continue to move in a positive directors for hicycling. The city is also fortunate to have support for hicycling by the Mayor's office and the County Executive's office, as well as many of the alderpresents and city staff.

Log Information: Ar har Laur erun Brigafradien.com 400.300.000.

Bicycle Friendly Communities



WISCONSIN:

Mawaukee

Steps

epplication and resources at

icyclefriendlyconmunity.org.

orsement and assistance of local s in completing the application.

ompleted application for review. plication is reviewed by a committee

d to provide both a local and national

a cesignation of bronze, silver, gold or

m level Bicycle Friendly Community

awarded. Periodic announcements

side unional exposure for newly

d communities and will be followed

al sward presentation.

La Crosse

Madison Gold

Bronze

The League of American Dicyclists promotes bicycling for fun, fitness and transportation, and

works through advocacy and education for a bicycle-friendly America. The League represents the nation's 42.5 million cyclists. With a current membership of 300,000 affiliated cyclists. including 40,000 individuas and 600 organizations, the League works to bring better bicycling to communities around the country



Bicycle Friendly Community Campaign Partners







League of American Bioyelists 1612 K St. NW. Suna 800 Washington, D.C 20006-2826 Ph: (202) 822-1333 Fax: (202) 822-1334

http://www.bikeleague.org bikeleague@biteleague.org www.bicyclefriendycommunity.org

BICYCLE FRIENDLY COMMUNITIES.

- Map of BFC Communities
- The Five Es
- Apply for Recognition
- Technical Assistance
- BFC FAOR

Click on any state on the map, and you will find:

Bicycle Friendly Communities, with their designation level. areas of expertise, and year awarded. Click the city name to see pictures, learn processes, and much more.

This program is generously sponsored by:







Your Guide to Becoming a **Bicycle Friendly** Community







For Mary Info



City of Madison, Wisconsin Mayor's Platinum Biking Committee Report

Full Report

Making
Madison the
Best Place
in the Country
to Bicycle

Public Input DRAFT June 2007



Regional Transportation Plan 2030

Madison Metropolitan Area & Dane County



Prepared by the Madison Area Netropolitin Planning Organization

SAT., OCT 20, 2007 - 1:09 AM

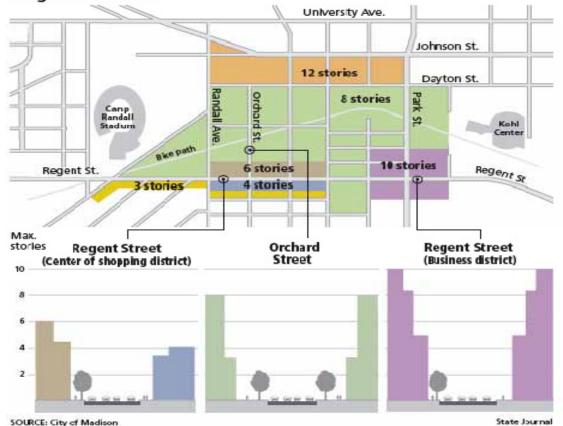
A new look for Regent Street

DEAN MOSIMAN 608-252-6141

dmosiman@madison.com

Draft recommendations from a special committee encourage smaller buildings in a neighborhood shopping district near Regent and Monroe streets, a more dense, urban feel for much of the Regent Street corridor, and taller structures near the existing offices and student housing around Regent and Park streets.

Height limitations:





Steve Apps photo

Source: Wisc.State Journal

Monroe Street Commercial District Plan

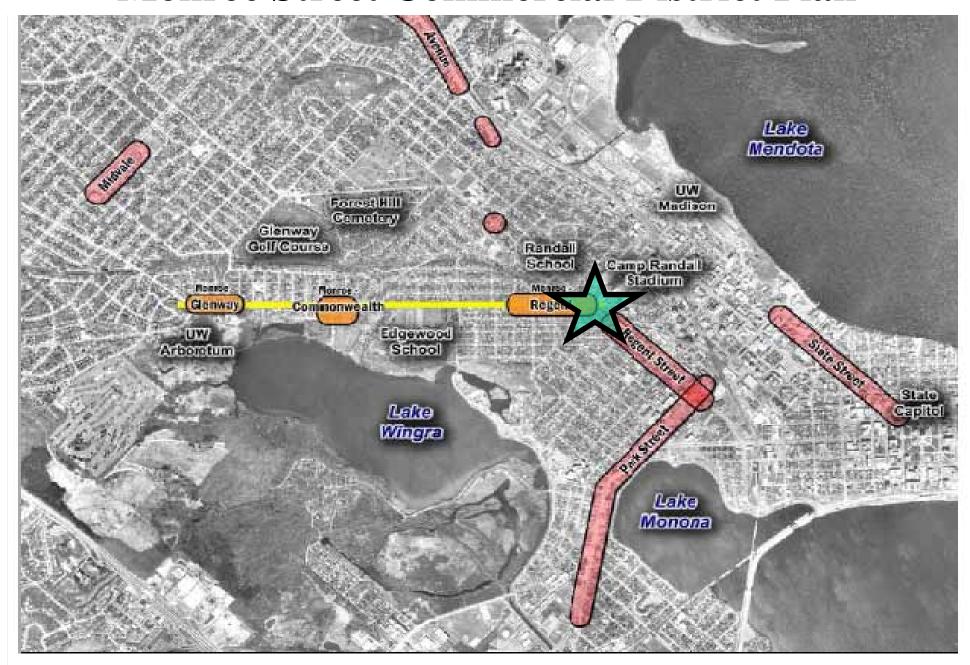


Figure C-2: Monroe Street and Area Commercial Districts

All Geared Toward Transportation Choices & Healthy City









Past Activity 2003-2005

Camp Randall Stadium -- Renovation 2003-2005 Last Phase: August 2005

CAMP RANDALL RENOVATION GOES THROUGH APPROVALS

Opportunity?



2003-2005 Camp Randall Stadium -- Intersection Recon Existing Conditions



2003-2005 Camp Randall Stadium -- Intersection Recon & Potential Plaza



Past Activity -- 2003-2005

- 2003-2005 Potential Project with Stadium Renovation:
- 1. City, UW & Neighborhoods Working Since 2003
- 2. Main Goals:
 - * Realign & Lower Intersection.
 - * Create UW Field House Plaza
- 3. Alternative Designs did not achieve consensus— PROJECT TABLED in 2005

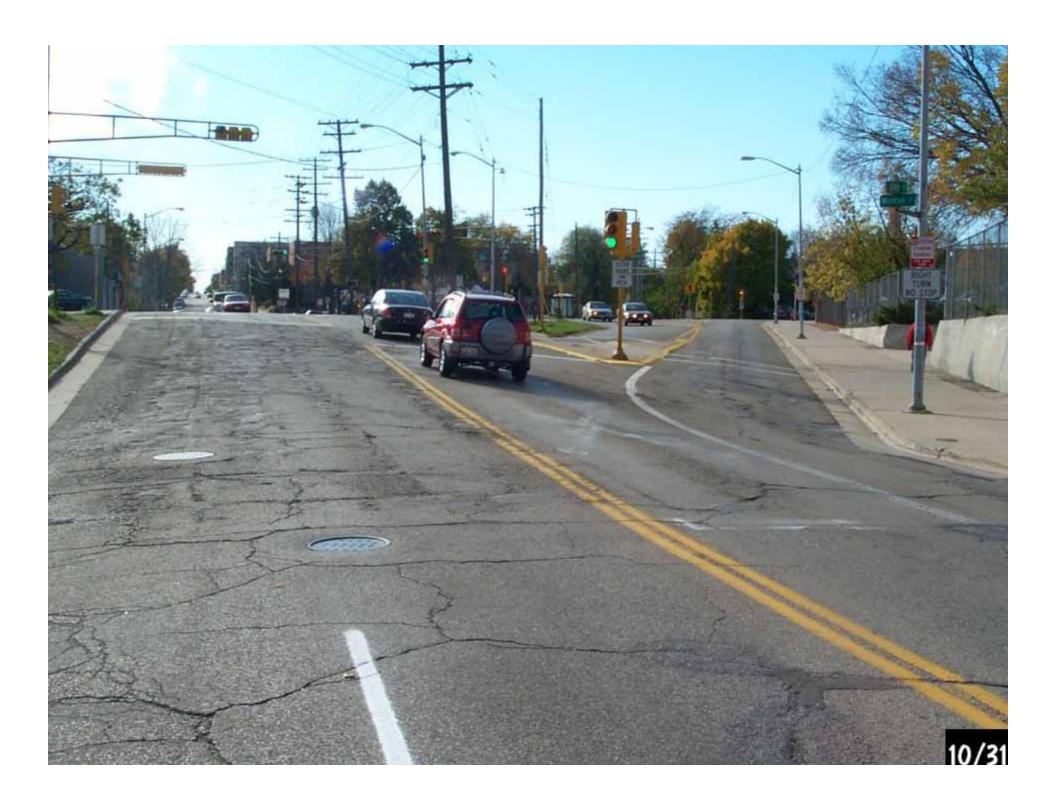
Continued Need for Reconstruction UW No Longer Interested in Plaza

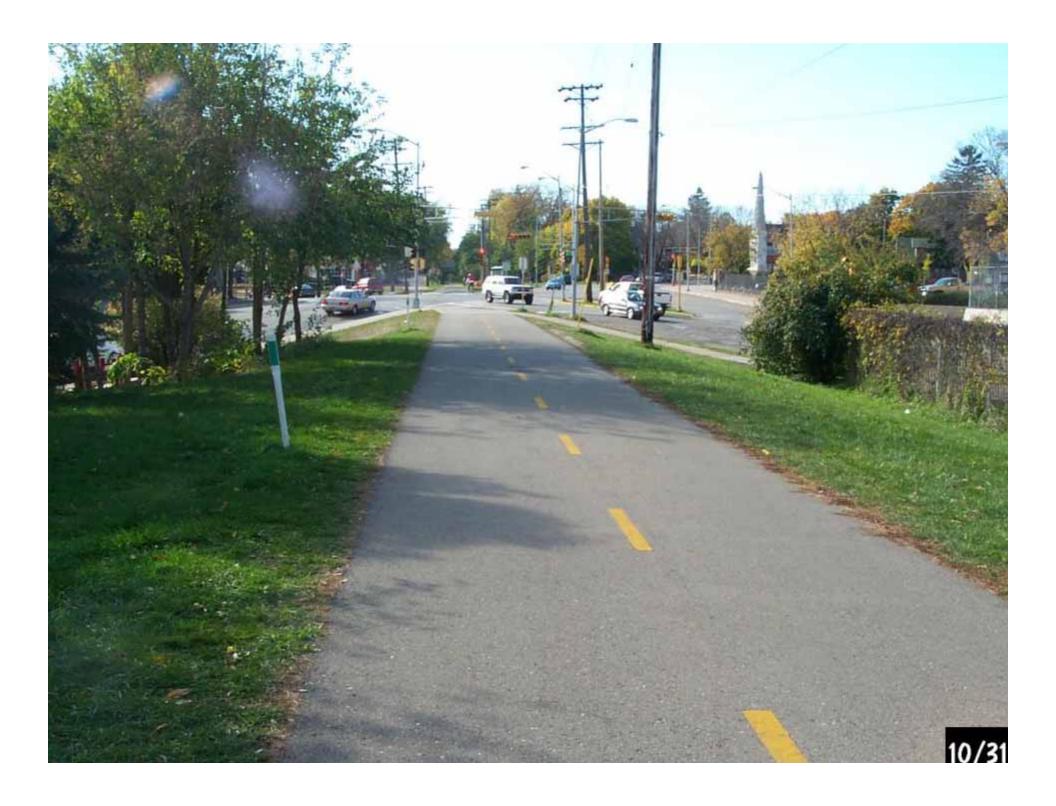
Little St. Available for Redesign Options

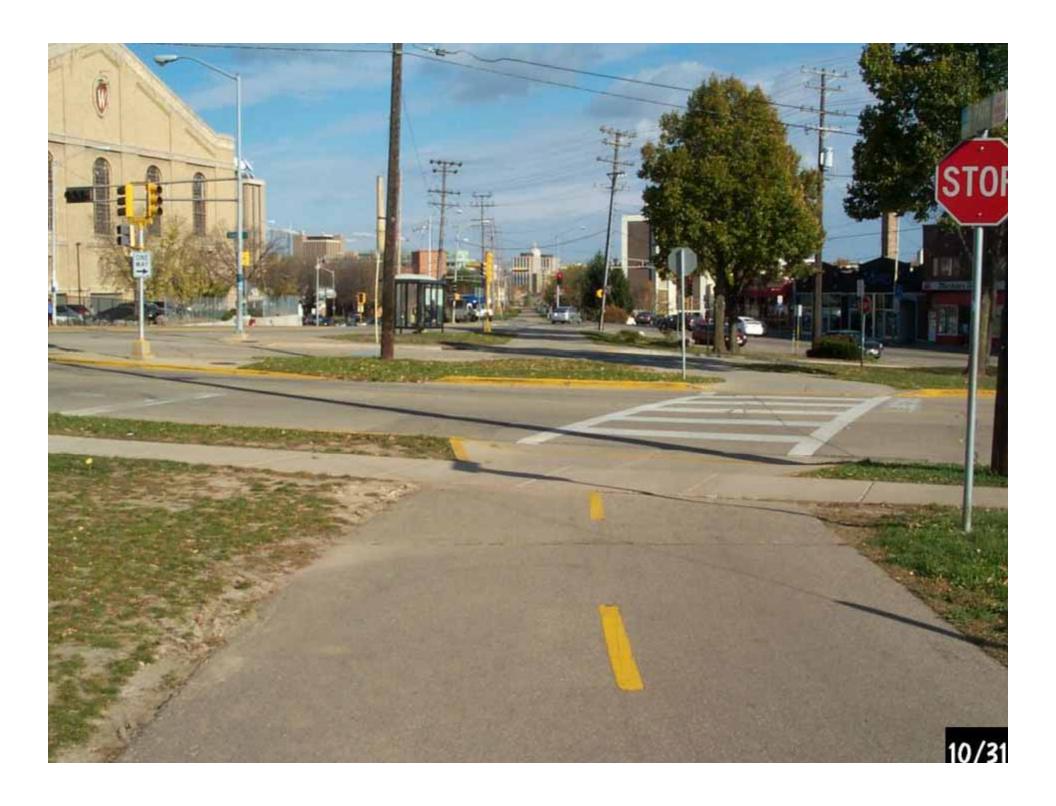
City Interest in Improving Conditions for Pedestrians & Bicycles

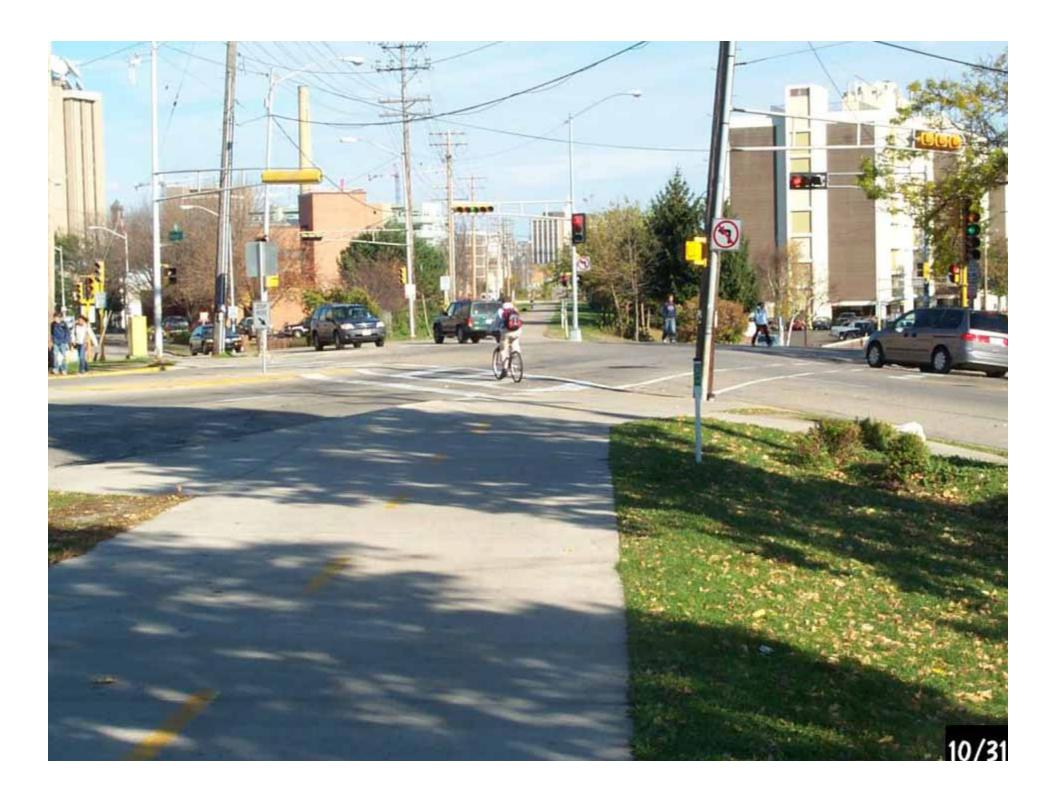
- 2007-2008 City Reconstruction w/out UW Renovation:
 - 1. City and RR Working to lower grade
 - 2. Main Goals:
 - * Reconstruct Infrastructure
 - * Enhance Ped Bike Features
 - 3. Not a Motor Vehicle Capacity Project
 - 4. Alternative Designs re-examined & updated with ped-bike treatments

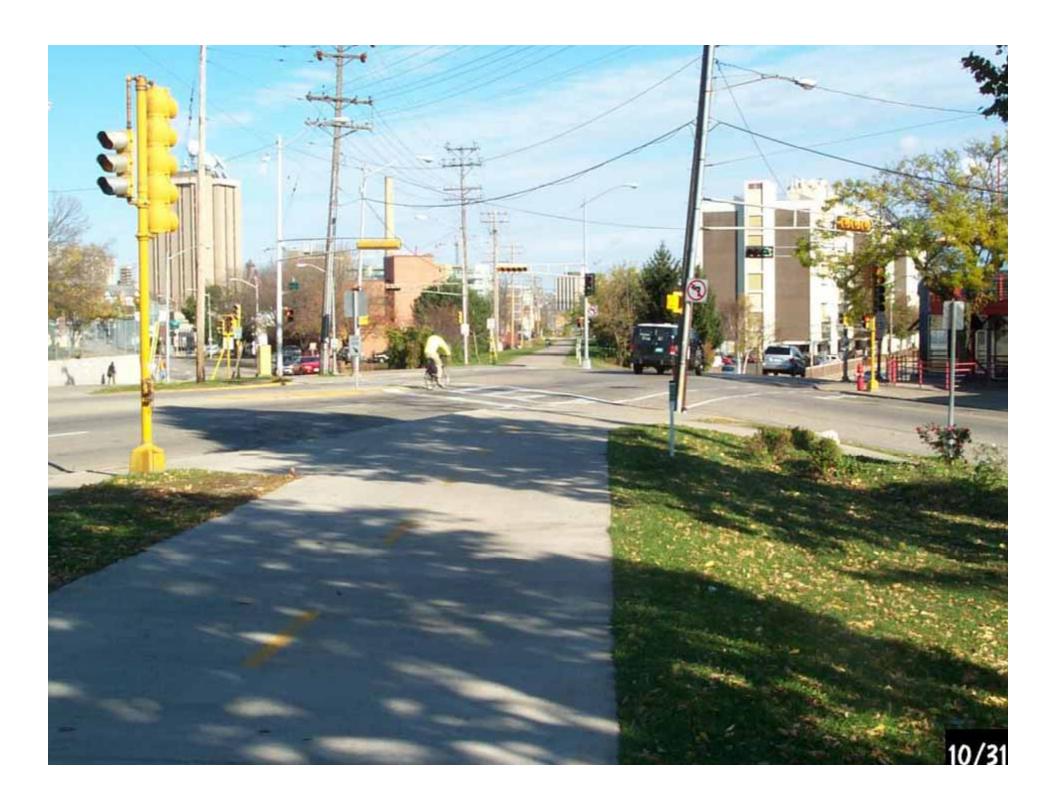


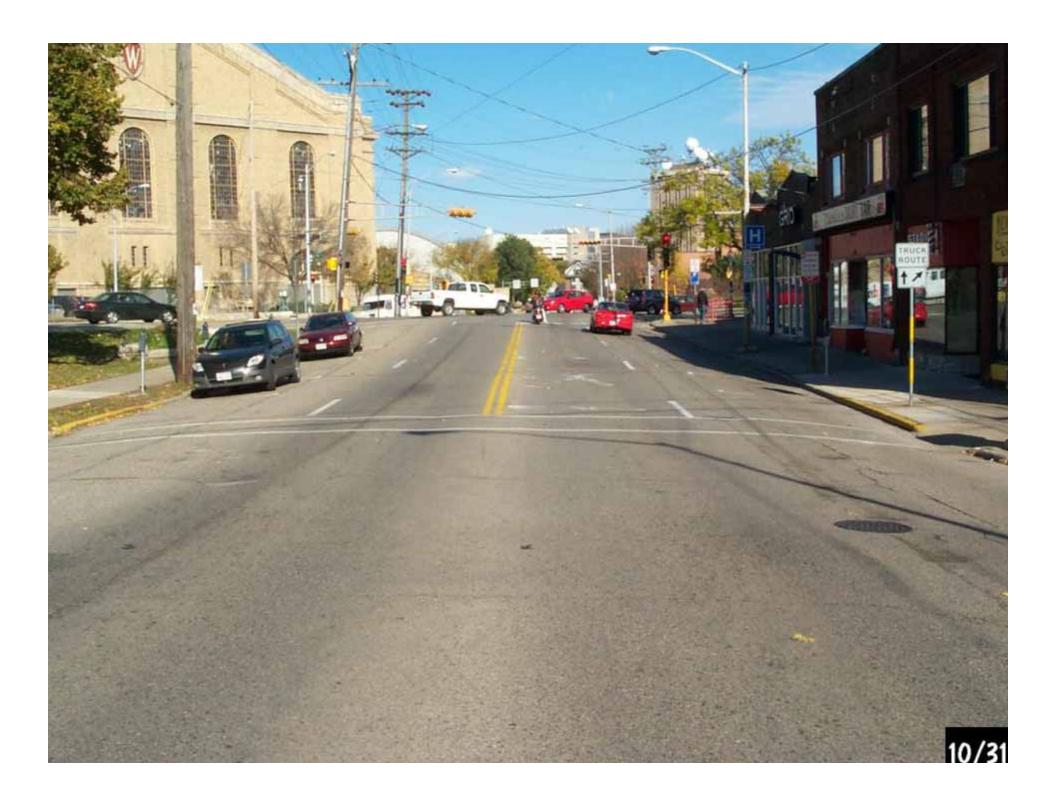




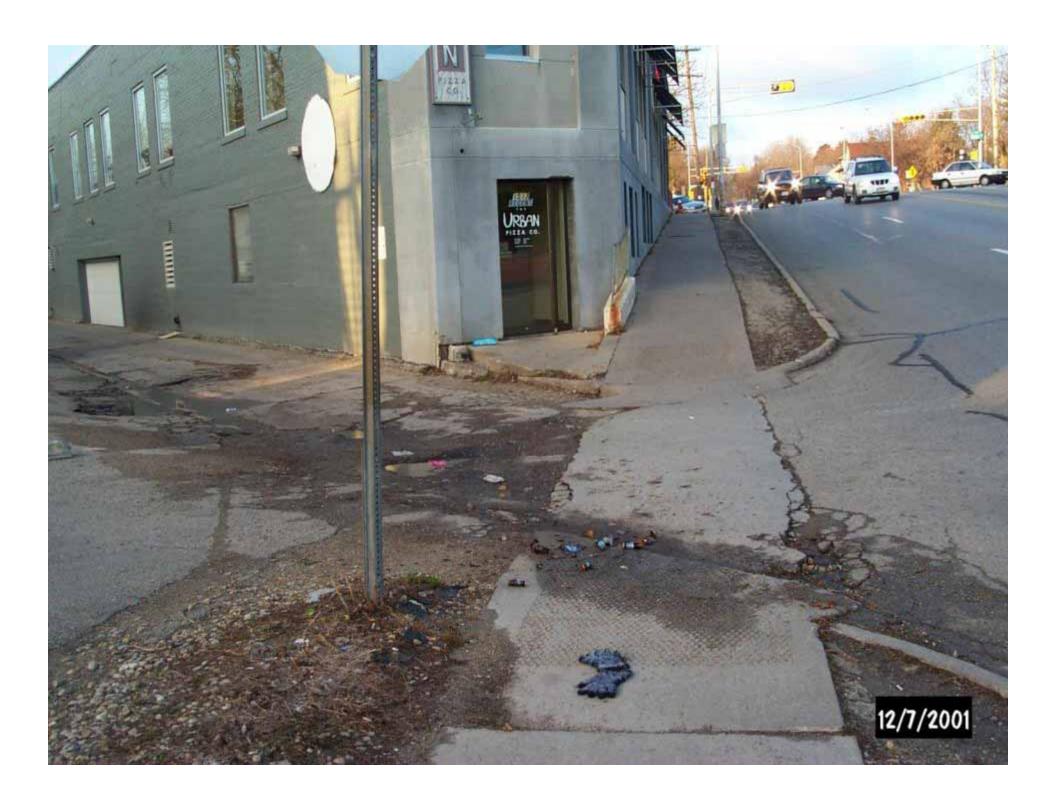












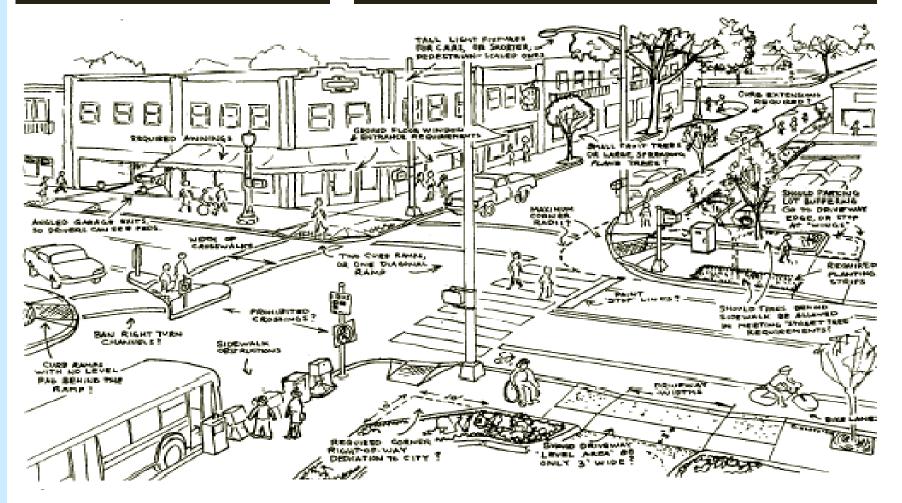
Re-Examination of Design Options & Interests, Plans, & Goals

Enhance Pedestrian & Bicycle Elements

Many Issues and Perspectives At Intersections

Introduction

Portland Pedestrian Design Guide Introduction



Sketch by Doug Klotz, a volunteer on the citizens working group, illustrating many of the issues and questions about pedestrian design raised during the process of developing the guidelines.

Many Users & Demands Different Opinions & Perspectives

What are the Five Es?

Applicant communities are judged in five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards. Filling out the BFC application is an education in itself, as communities see where they are lacking in each of these categories.

about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the offroad and on-road network.

category are designed to determine the amount of education there is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area for multi-use paths to congested dity streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of

League Cycling instructors in the community, and other ways that safety information is distributed to both cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

ENFORCEMENT The enforcement category contains questions that measure the connections between the cycling and law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

EVALUATION & PLANNING Here the community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.

Safety & Crashes





Source: IIHS

Division of Traffic Engineering Madison, Wisconsin Accident Summary Sheet

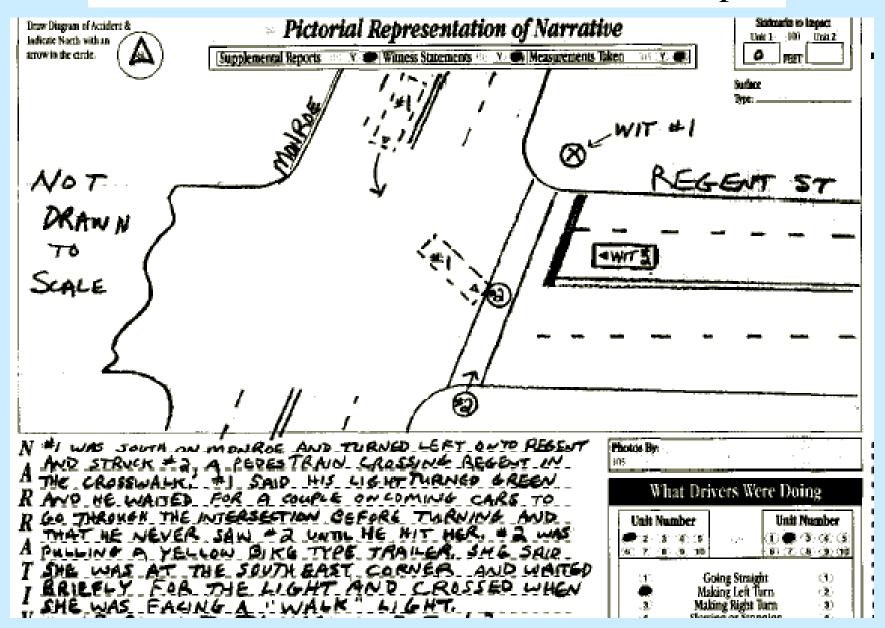
Loaction: Monroe St & Regent St

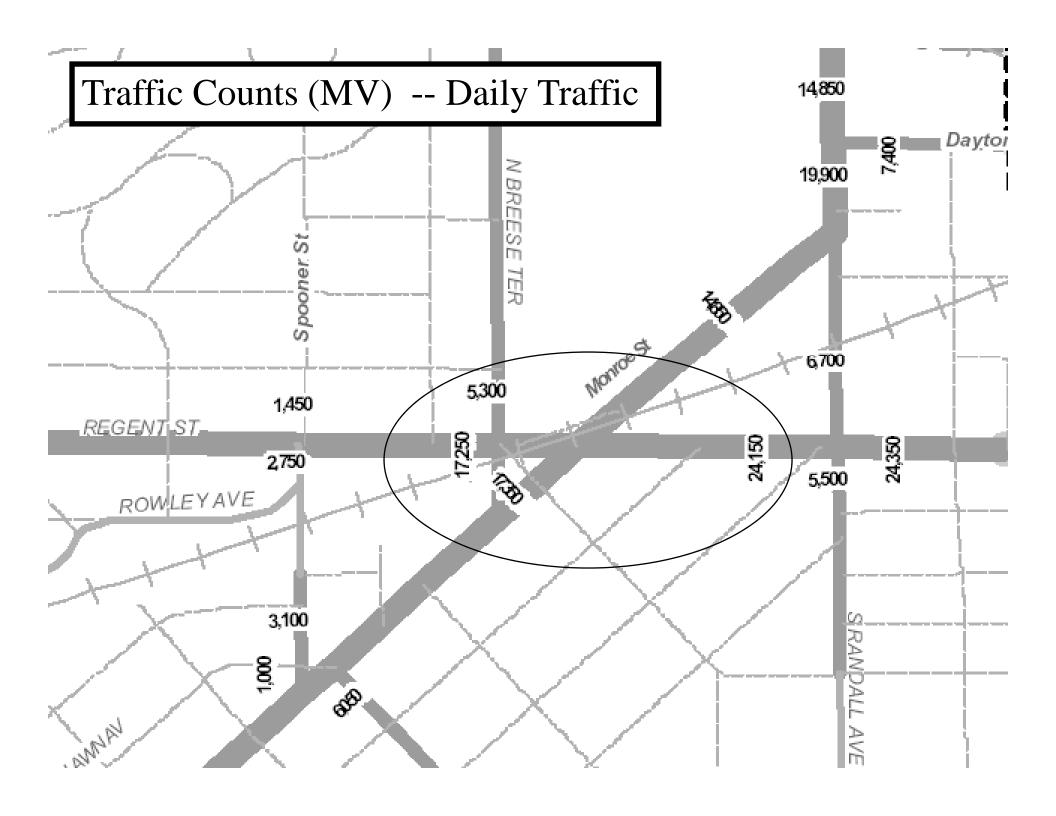


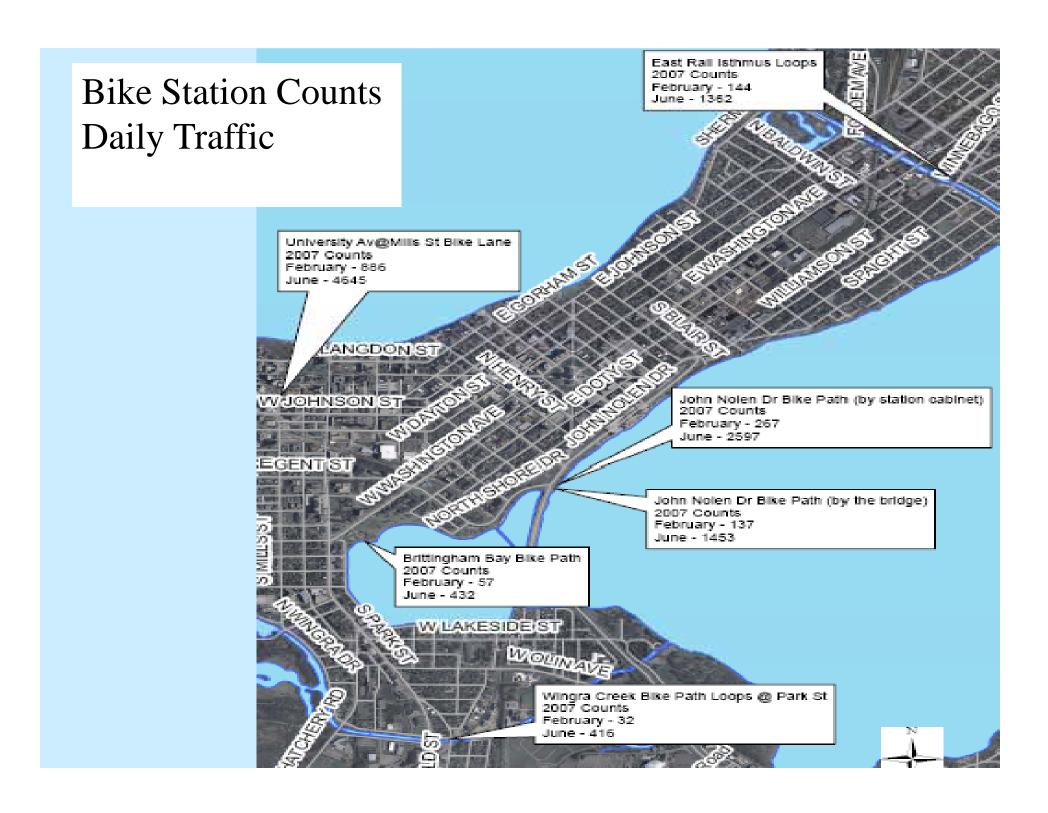
Close-up of Crashes Monroe & Regent Sts



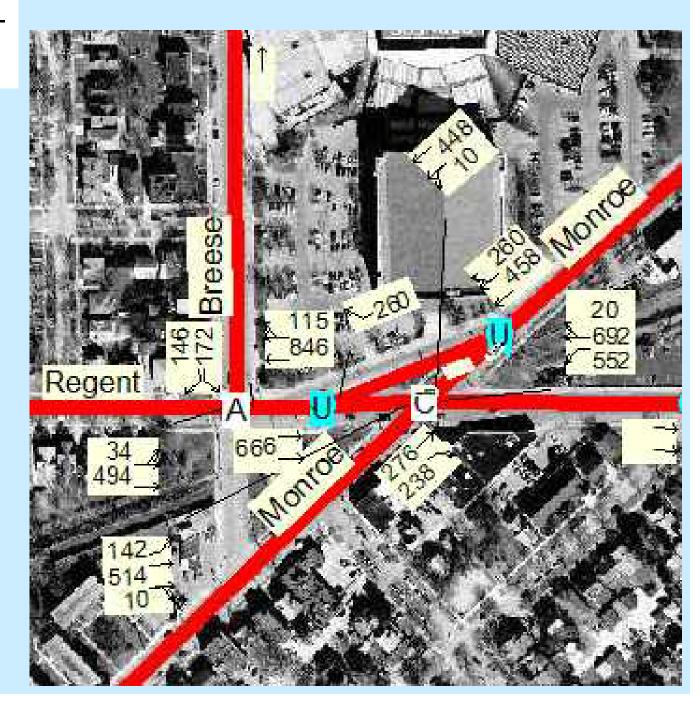
Recent Ped-Bike Crash on 12/23/04 1:00 p.m







Traffic Counts -- P.M. Peak Hour





A Best Practices Report

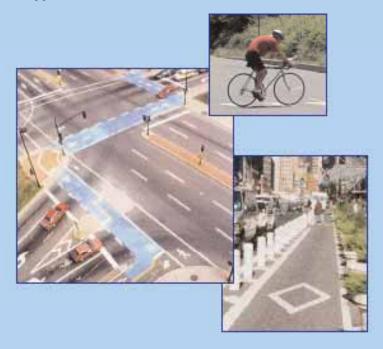
January 1998

Preparad for the Federal Highway Administration

by Raile-to-Trails Consorvarey and the Association of Pedestrian and Bioyele Professionals January 1998
by Rails to Trails
Conservancy and the
Association of
Pedestrian and Bicycle
Professionals

Innovative Bicycle Treatments

Student Supplement



ite | Institute of Transportation EngineersS

May 2002 by Jumana Nabti, Matthew Ridgway and the ITE Pedestrian and Bicycle Council

2007-2008 Updated Design Options

A. Overview of Options

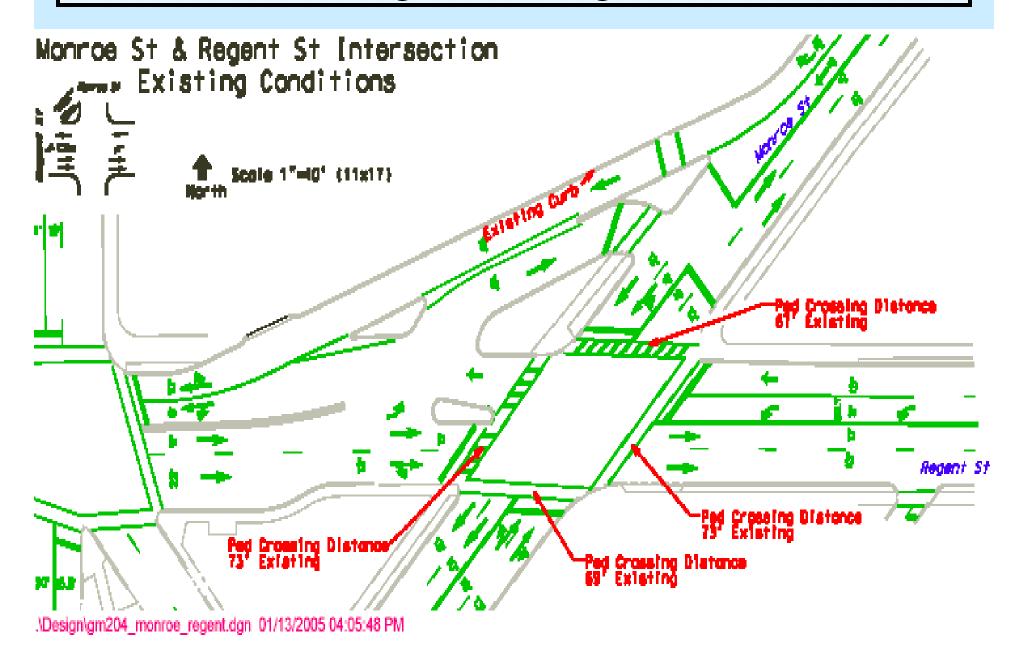
B. Details of Ped-Bike Features
Being Considered

C. Questions & Comments after

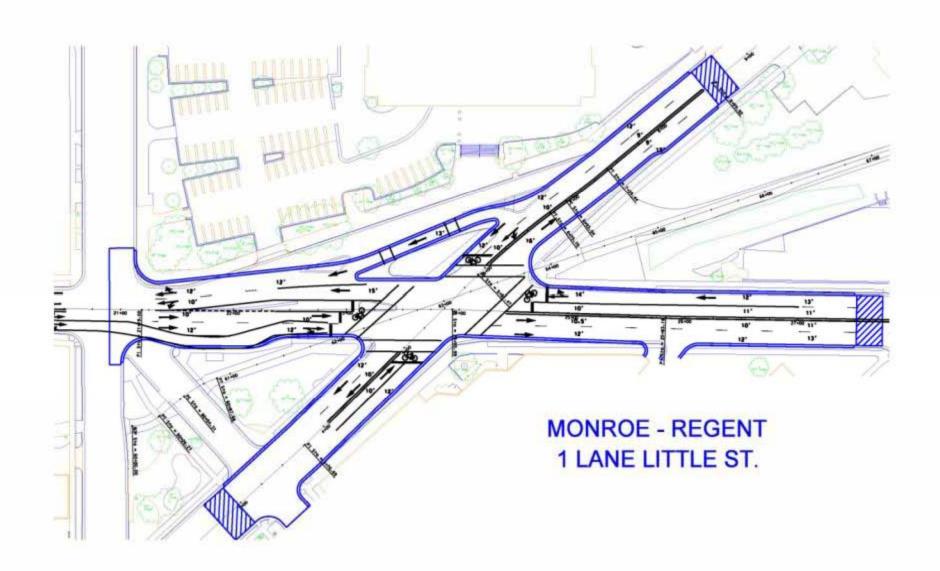
Existing Conditions



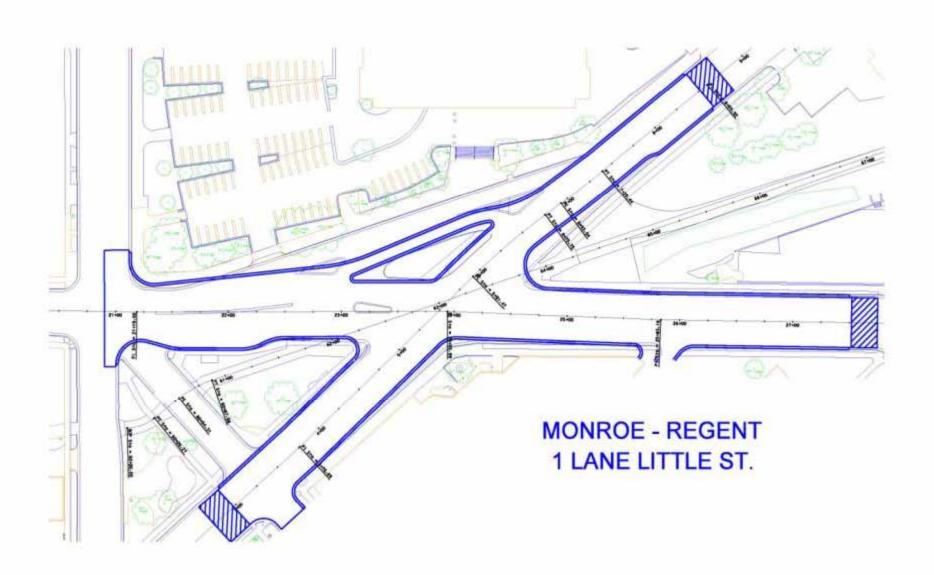
Do Nothing - Existing Conditions



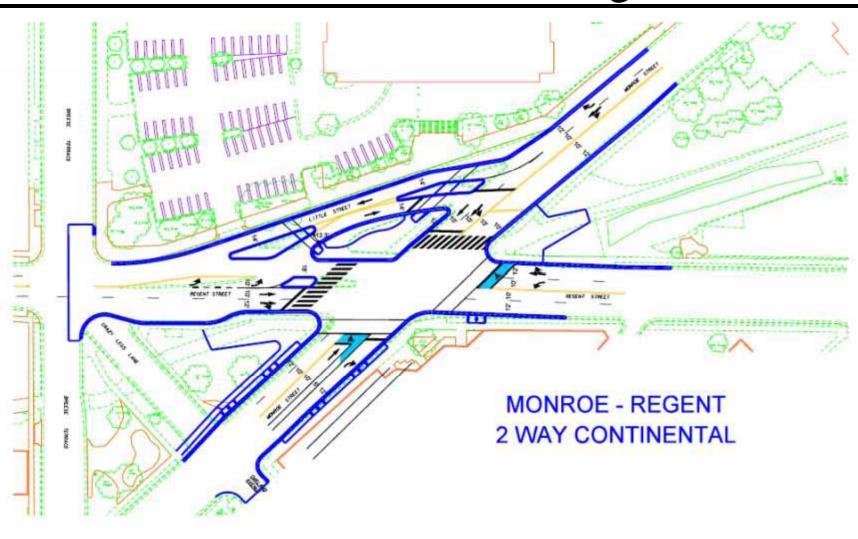
Little Street 1-Lane



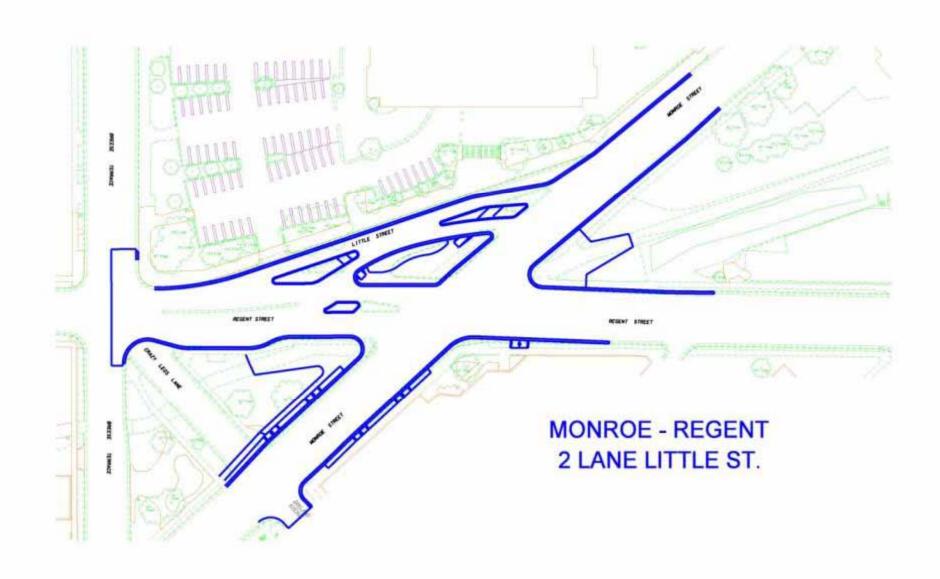
Little Street 1-Lane



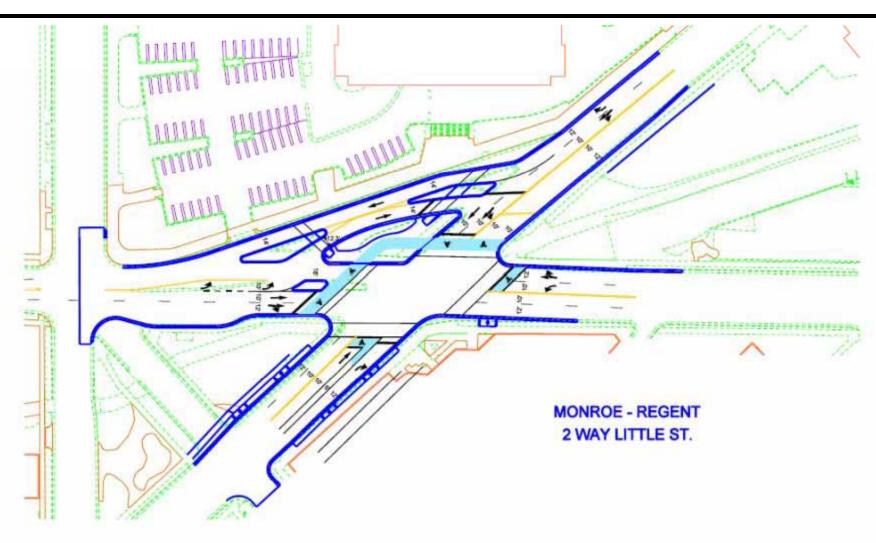
Little Street 2-Lane - Setback Continental Cross-Walk Markings



Little Street 2-Lanes



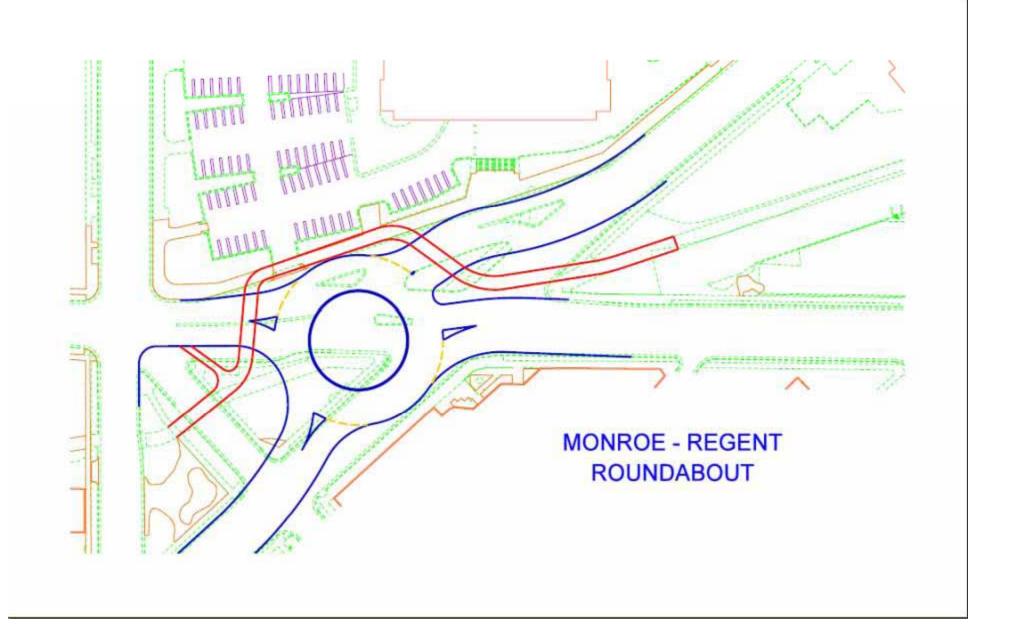
Little Street 1-Lane – Blue Markings Thru Conflict Zones



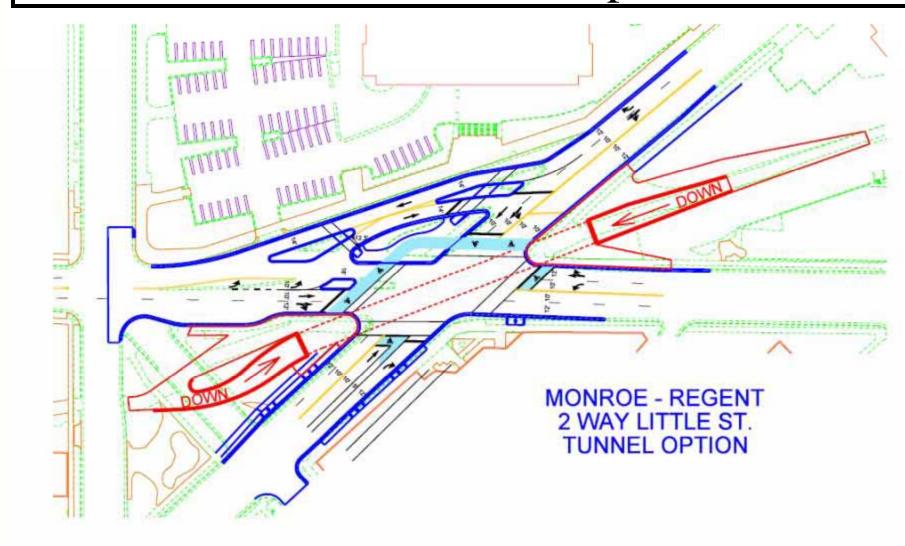
Bicycle Signal w/ Regent St Overlapping LT Lane



Modern Roundabout w/ Relocated Path



Little St 2-Way w/ Bike Underpass & Path Off-Ramps



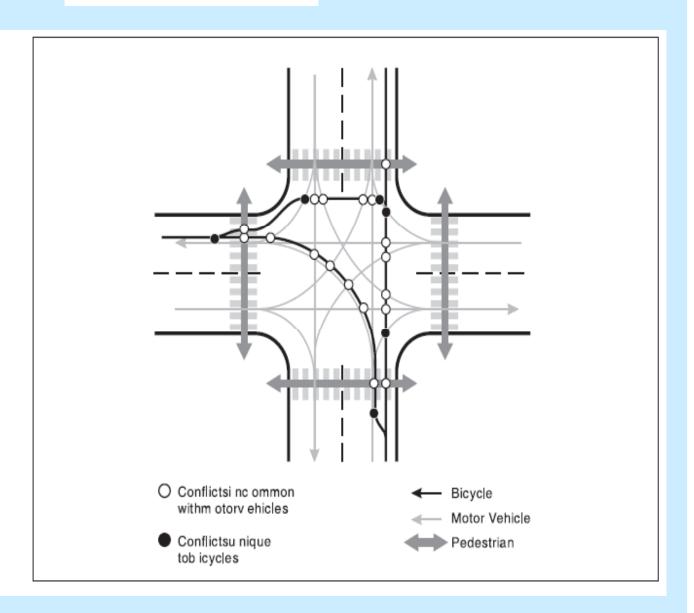
Details of Options &

Red-Bike Features
Being Considered

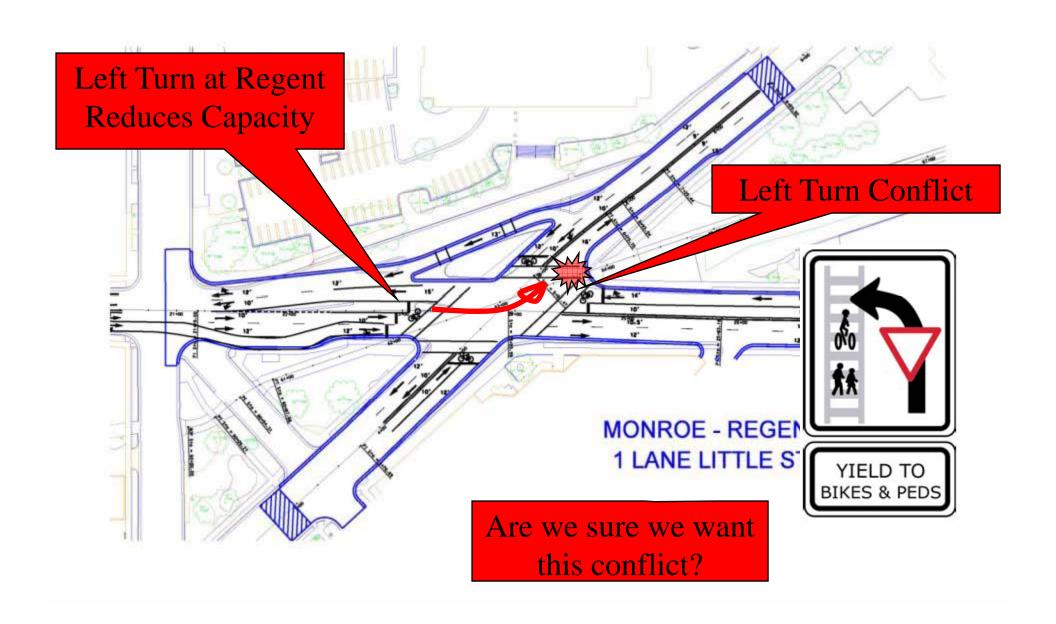
Conflict Points

Exhibit 5-7. Bicycle conflicts at conventional intersections (showing two left-turn options).

Source: FHWA Roundabout Guidelines

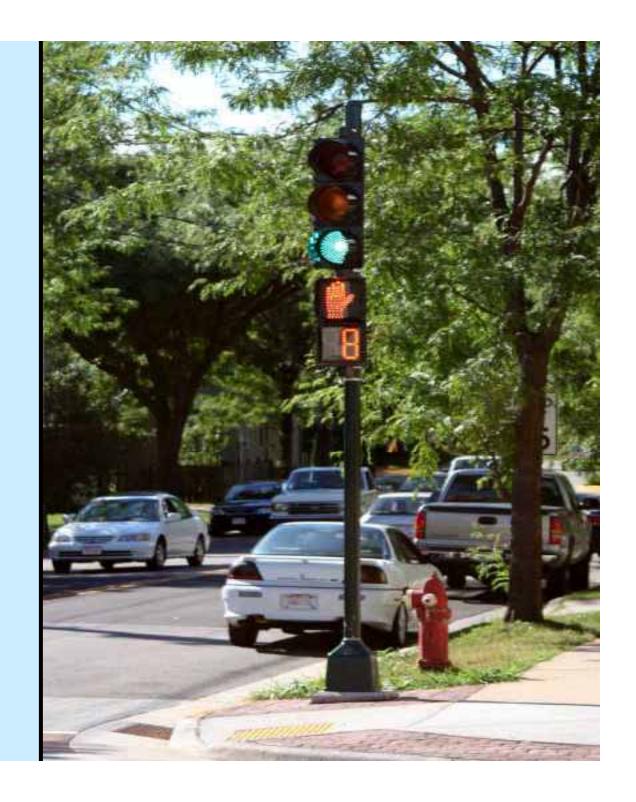


Little Street 1-Lane

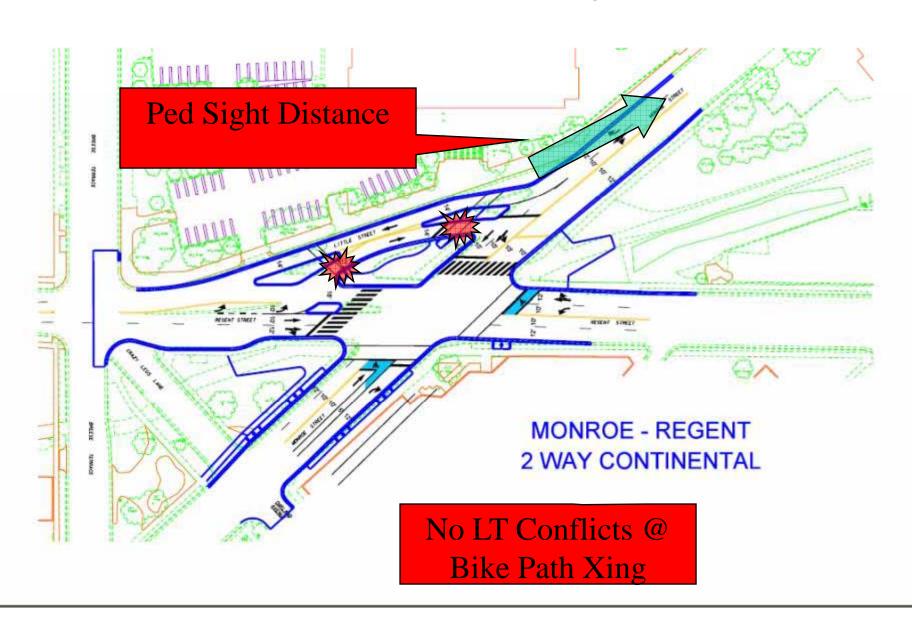


Pedestrian
Signal
Countdown
Timers
&
Yield Signs

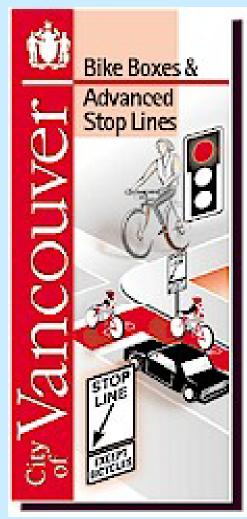


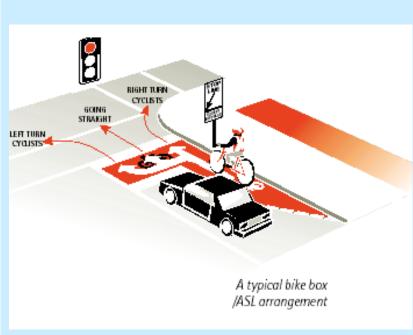


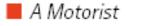
Little Street 2-Lane - Setback Continental Cross-Walk Markings



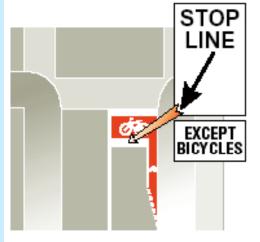
Info on Bike Boxes & Advanced Stop Lines







When the signal is red, you should stop at the ASL marked on the road. The ASL may be accompanied by a sign, as shown below.



- -- Better Visibility of Bikes
- -- Advanced Position for Bikes



Example of Bike Box (Victoria, BC)



Info on Bike Boxes

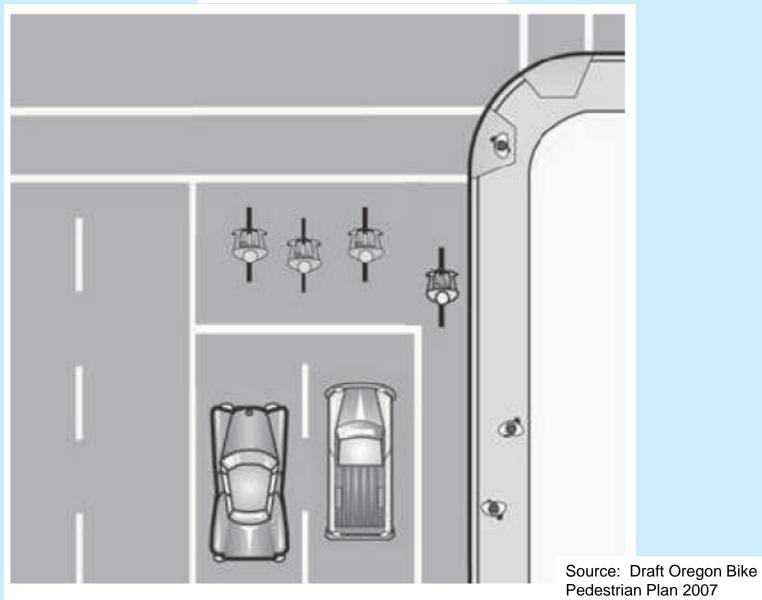
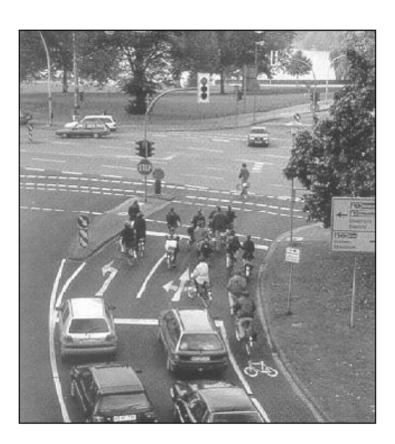


Fig 31: Bike box

Example of Bike Box

Bike Box with Turn Lanes

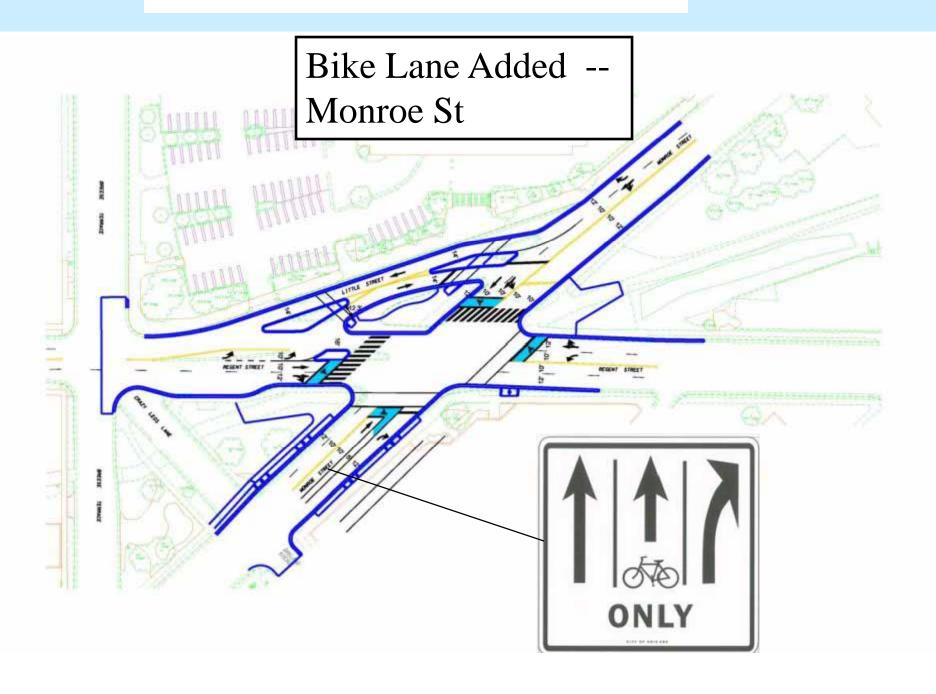


The Netherlands

Source: Matthew Ridgway,

ITE

Little Street 2-Lanes



Example of Blue Bike Lane in a Conflict Zone



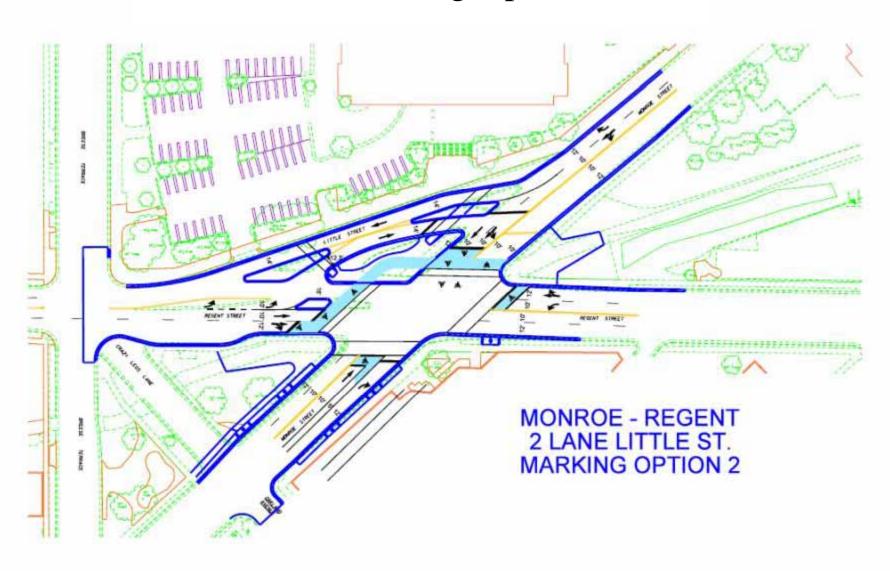
Colored Bike Lanes in High Conflict Zones (Montreal, Canada)



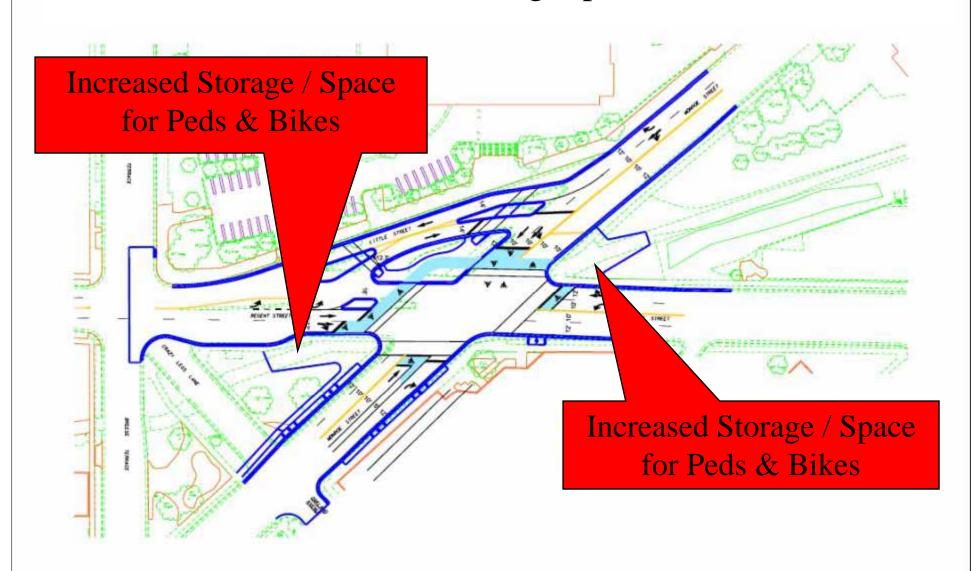
Source: Matthew Ridgway,

ITE

Little Street 2-Lanes – Blue Marking Option



Little Street 2-Lanes – Blue Marking Option



Bicycle Signal w/ Regent St Overlapping LT Lane



City of Portland – Intersection of Interstate Av & Oregon St (Steel Bridge) (2004)



Bike Signal Option

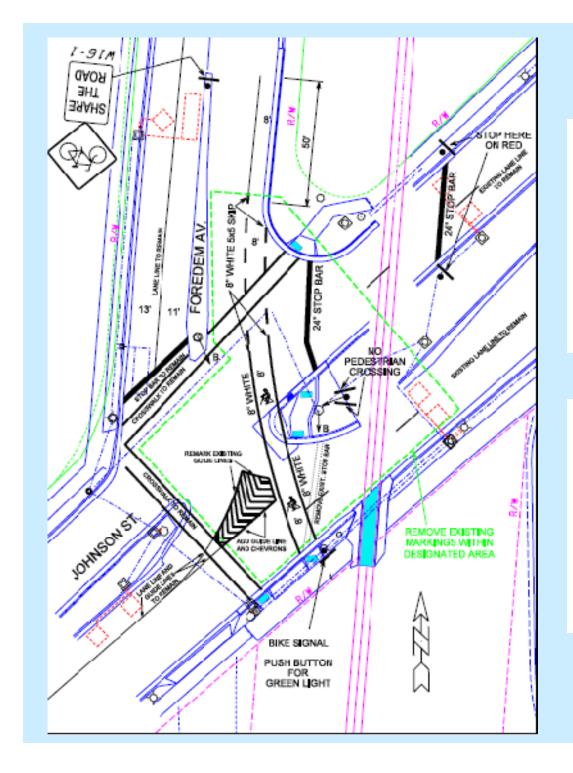
Significant Analysis & Review

Some Examples in Madison already

Actually may be worse for bikes & peds

More delay and congestion for all users

Impact on other users & streets (Drake Randall, Grant) needs to be considered

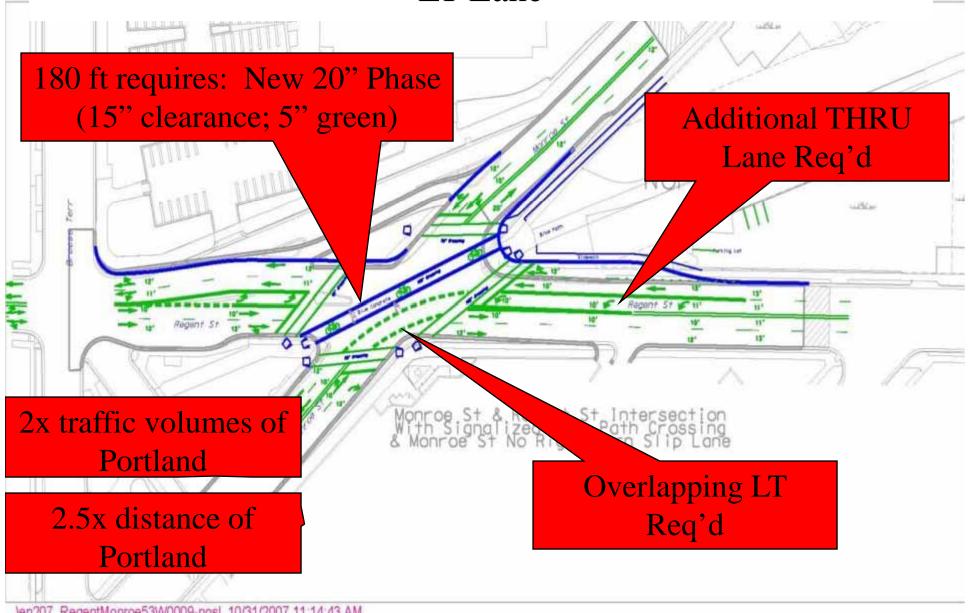


Bike Signal Example
City of Madison –
Intersection of E.
Johnson St & Fordem
Av (2007)

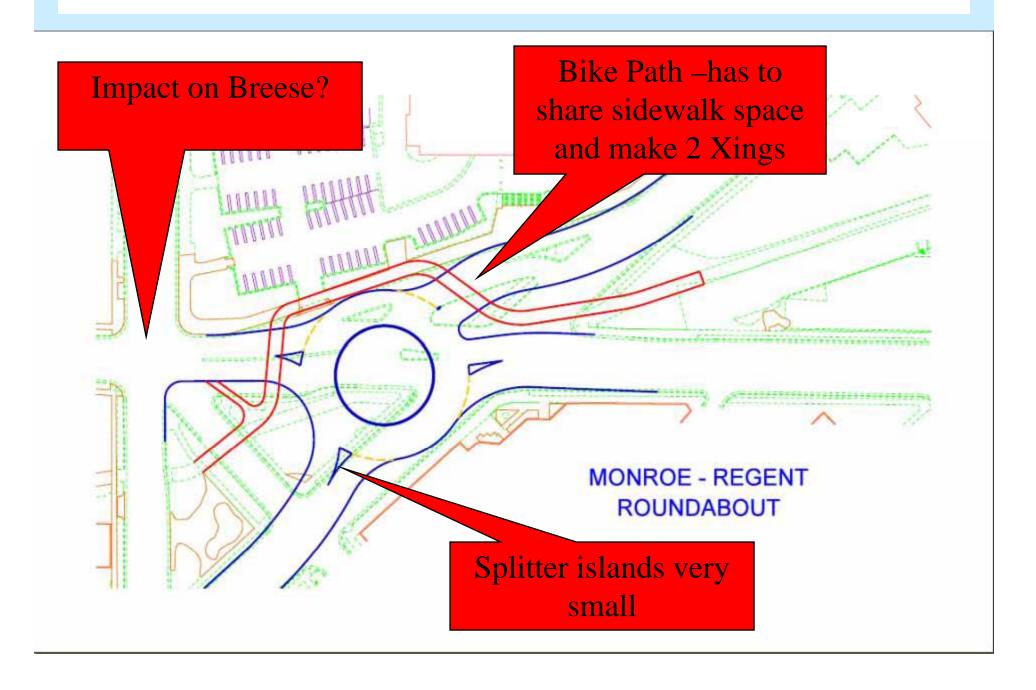
Other Madison Examples:

Riverside & Willy Atwood & Dunning

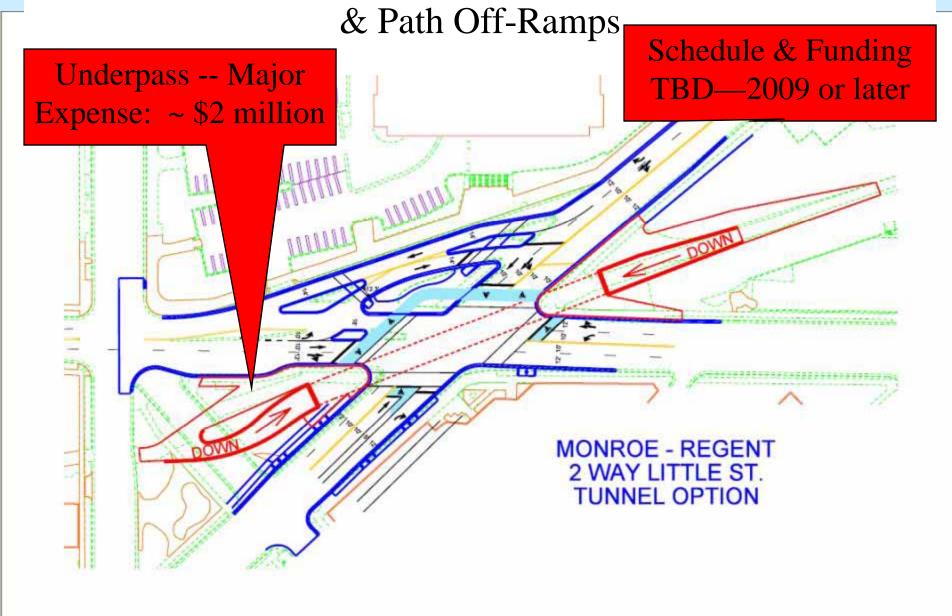
Bicycle Signal w/ Regent St Overlapping LT Lane



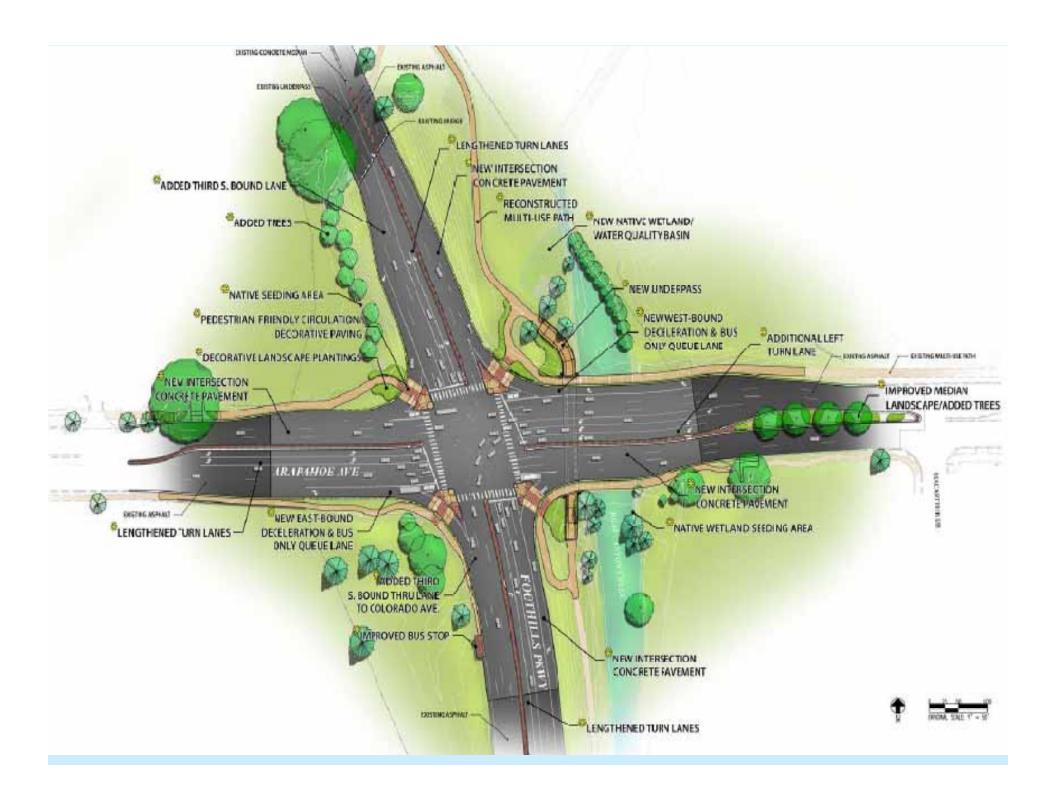
Modern Roundabout w/ Relocated Path



Little St 2-Way w/ Bike Underpass

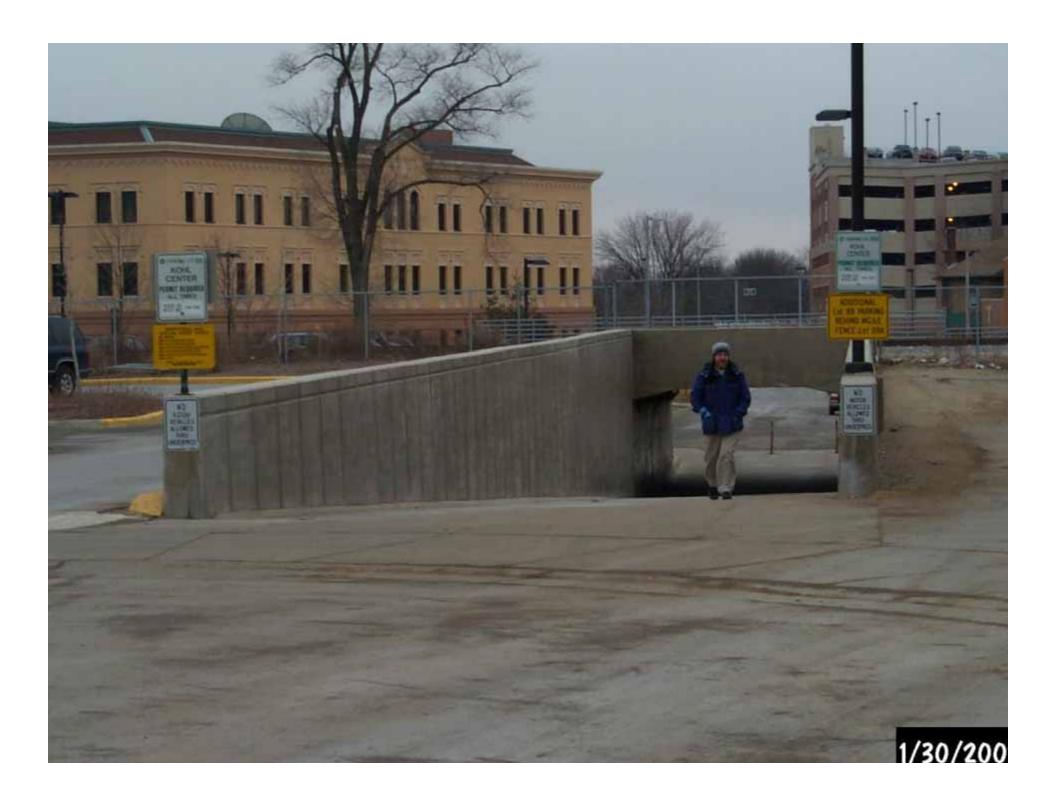














Schedule & Construction

Decision Makers: Alders, BPW & CC

Construction Staging Plan

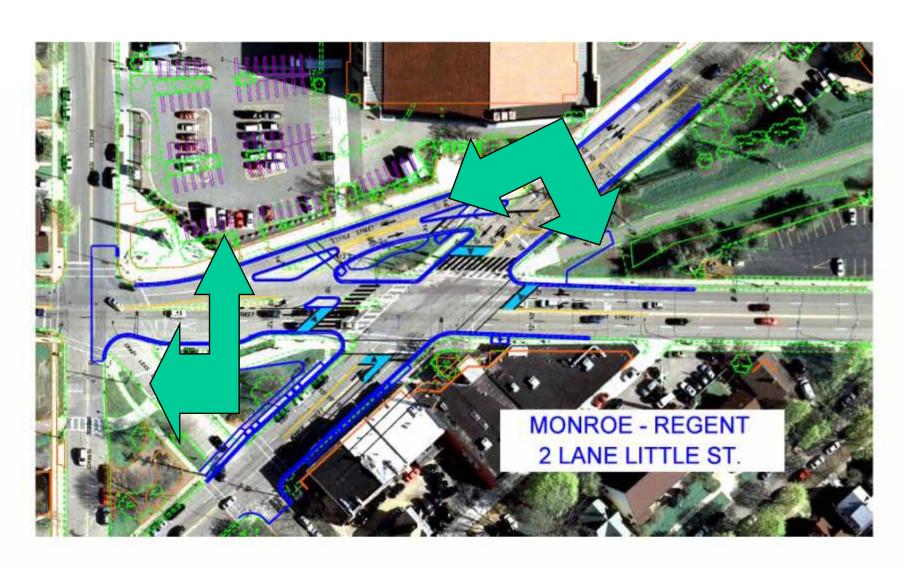
Construction Staging Plan







Construction Staging Plan (Concept Only)





Questions & Comments



What do you think?

